



BLUE MOON

In the glow of moonlight, the CGC Katherine Walker, homeported in Bayonne, N.J., transits the Hudson River near the Empire State Building, which shone blue Nov. 1, 2004 to honor the "Keeper of New York Harbor" on the seventh anniversary of its commissioning.

Photo by PA2 Mike Hvozda, PADET New York

Coast Guard

Shield of Freedom



February
2005



RESCUED!

The Coast Guard rescues 84
migrants from a capsized boat
near Puerto Rico.

Heroes

The world's best Coast Guard

**BM1 BERNARD WEBBER, EN3 ANDREW FITZGERALD,
SEAMAN RICHARD LIVESEY AND SEAMAN IRVING MASKE**



BM1 Bernard Webber, coxswain of the motor lifeboat CG-36500, from Station Chatham, Mass., and his all-volunteer crew of three rescued the crew of the stricken tanker Pendleton, which had broken in half during a storm Feb. 18, 1952, off the coast of Massachusetts.

Webber maneuvered the 36-foot, wooden motorized lifeboat through 60-foot seas and 70-knot wind with expert skill, despite being smashed and rolled by the monstrous waves.

When the small boat finally slid under the Pendleton's stern, the tanker's crew, trapped in the stern section of the severed ship, climbed down a Jacobs ladder and into the Coast Guard lifeboat.

Somehow, Webber's crew managed to get 32

survivors into the relatively tiny craft. "We practically had to stack them in like cordwood," Webber said later.

The last crewman to come down the ladder was tragically killed when a wave slammed the boat against the Pendleton's hull.

Sick with grief, Webber and his crew of three, EN3 Andrew Fitzgerald, Seaman Richard Livesey and Seaman Irving Maske, brought the boat back across the bar into Chatham Harbor.

Webber and his entire crew were awarded Gold Lifesaving Medals for their heroic actions.

Story courtesy Coast Guard Historian,
photo used with permission of Cape Cod Community College



Coast Guard

U.S. Department of Homeland Security



Homeland
Security

February 2005

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www.uscg.mil/magazine



On the cover

AST3 Pepe Carire of Air Station Borinquen, Puerto Rico, rescues one of more than 80 Dominican migrants from a capsized vessel near Vega Alta, Puerto Rico, Dec. 3.

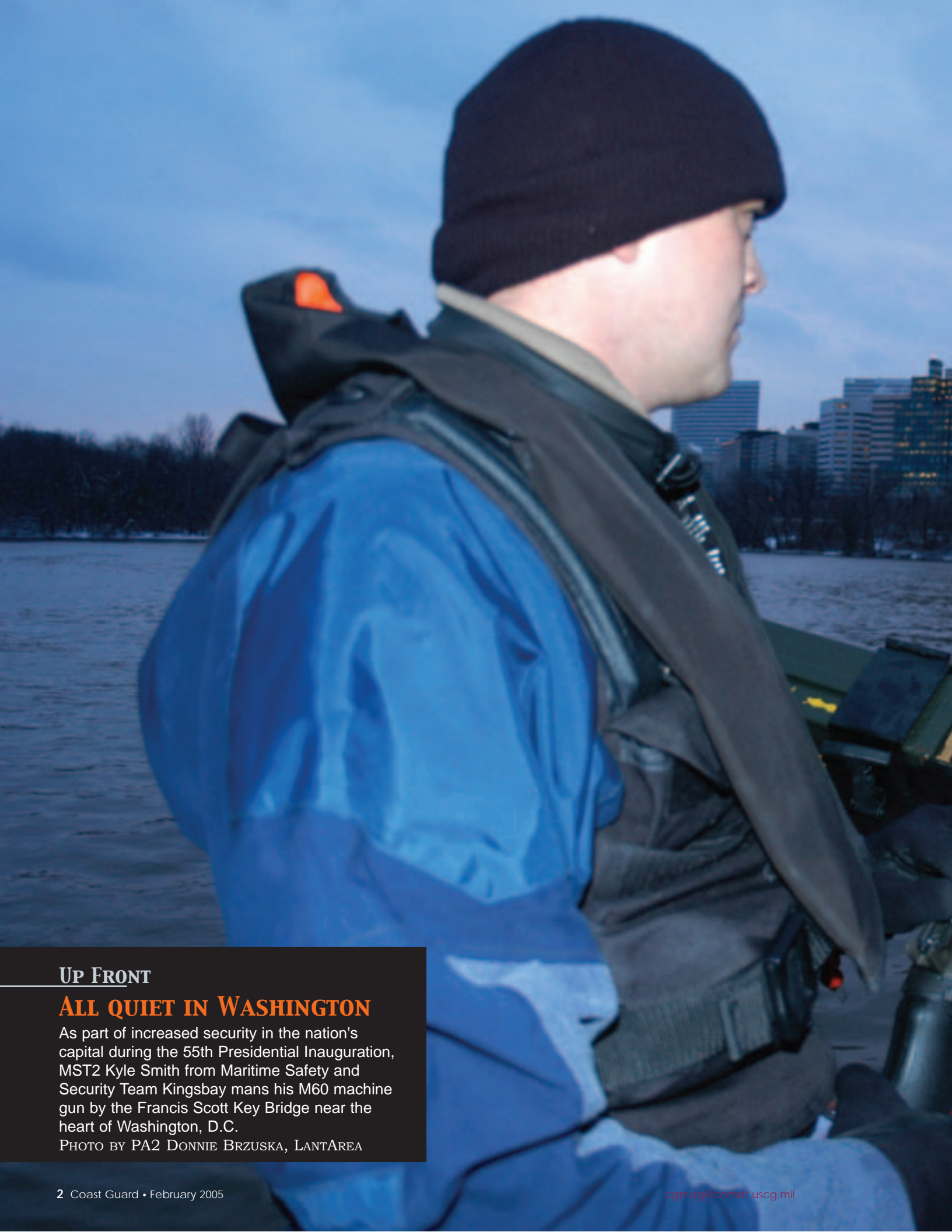
AP Photo by
Dennis Jones

CHRISTMAS TREE DELIVERY

Safely moored at Chicago's Navy Pier Dec. 3, tradition continues as the CGC Mackinaw brings more than 1,000 Christmas trees to Chicago families.

PHOTO BY PA2 DAVID MOSLEY, 9TH DIST.

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UP FRONT

ALL QUIET IN WASHINGTON

As part of increased security in the nation's capital during the 55th Presidential Inauguration, MST2 Kyle Smith from Maritime Safety and Security Team Kingsbay mans his M60 machine gun by the Francis Scott Key Bridge near the heart of Washington, D.C.

PHOTO BY PA2 DONNIE BRZUSKA, LANTAREA

UP FRONT





UP FRONT

MUCH-NEEDED SUPPLIES

An HC-130 airplane and crew from Air Station Barbers Point, Hawaii, delivers more than 34,000 pounds of food Jan. 17 to the tsunami-affected town of Jaffna, Sri Lanka. Three other Coast Guard units from air stations Clearwater, Fla., Elizabeth City, N.C., and Sacramento, Calif., also were deployed to Southeast Asia to deliver aid. See page 6 for more details.

Photo by PA3 Mariana O'Leary, PacArea



UP FRONT

INAUGURAL CELEBRATION

Fireworks light up the Washington Monument in celebration of the 55th Presidential Inauguration in Washington, D.C., Jan. 20. Despite frosty temperatures and a midday snow storm, inaugural activities and fireworks went as planned.

PHOTO BY PA3 BETH REYNOLDS, USCGR





CG joins Southeast Asia tsunami relief effort



ALAMEDA, Calif., Jan. 10 — A Coast Guard tsunami relief team of 42 people and two C-130 aircraft are in place today and beginning relief and hazard assessment efforts throughout Southeast Asia.

The team from across the U.S. met in Honolulu and began their trip across the Pacific Ocean, making two overnight stops in Guam and Japan.

The C-130s, operating from Paya Lumar, Singapore, are providing logistical support. Weather conditions prohibited flights today, but the Coast Guard is working with local relief agencies and coordinators on the ground to distribute emergency supplies throughout the area.

The 11-member Coast Guard Pacific Area Strike Team that arrived in Utapao, Thailand, and is addressing hazardous material spills in the communities devastated by the tsunami.

During the next 48 hours, Coast Guard personnel will travel to Colombo, Sri Lanka to bring aid to the affected

communities there.

In addition to the Pacific Area Strike Team, the tsunami relief team included 28 flight-crew members, made up of seven crewmembers from air stations Barbers Point, Hawaii; Sacramento, Calif.; Elizabeth City, N.C., and Clearwater, Fla.; a surgeon; a public affairs specialist and a liaison officer. The Coast Guard forces are assigned to U.S. Joint Task Force 536, which is conducting humanitarian assistance and disaster relief operations in Southeast Asia.

The 378-foot CGC Munro, homeported in Alameda, Calif., traveling as part of the Navy's Expeditionary Strike Group 5 with the USS Bonhomme Richard, is on scene providing humanitarian assistance to areas affected by the Asian tsunami. The Munro was en route to the Persian Gulf before being diverted for disaster relief.

PacArea



Coast Guard National Strike Force members listen as Capt. Michael Kelley, the liaison to the Coast Guard Pacific Fleet, gives last minute instructions in Utapao, Thailand.



The CGC Munro, homeported in Alameda, Calif., brings aid to Southeast Asia Jan. 13, in response to the devastation caused by the recent tsunami.

Coast Guard

America's
Shield of Freedom

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Letters to the editor: Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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Santa and elf visit with orphans at Christmas



"Petey the Elf," played by Seaman Jacoby Kerr from the CGC Decisive, talks with a child from Home of Charlotte's Children orphanage.

Montego Bay, Jamaica, Dec. 24 — Today the CGC Decisive brought "Santa" and his little helper "Petey the Elf" to Home of Charlotte's Children, a home for orphaned, abandoned and needy children.

The Decisive's crew collected nearly \$800 and went on a spending spree for the children during a recent port call in Key



Cmdr. Steve Baynes, commanding officer of the CGC Decisive, offers a gift to a young orphan.

West. "I think we wiped out K-Mart's toy and book sections!" said Lt. j.g. Reyna Hernandez, a driving force behind the project.

Santa and Petey, assisted by most of the crew, spent time touring the facility and, of course, handing out gifts. The children really enjoyed themselves and rewarded the crew with a song. Many of the crew commented that it was the coolest thing they had ever done on a mid-patrol.

Cmdr. Steve Baynes, the Decisive's commanding officer summed it up by saying, "We're a humanitarian service. The scores we get on drills and at TACT are not what I'll remember when I leave Decisive. It will be times like this and the looks on these kids faces that I'll remember."

Story and photos provided by the CGC Decisive



WebHot!

<http://www.navcen.uscg.mil>

The Coast Guard Navigation Center is the world's leader at providing navigation information to the public.

At the NAVCEN Web site, visitors can obtain a variety of navigation information including, but not limited to, the latest Global Positioning System and Differential Global Positioning System outage notices, special navigational safety notices, a complete and up-to-date list of navigational



TONY STONE IMAGE

lights throughout the U.S., current Automatic Identification System information, and Vessel Traffic Services information.

One of the most popular areas of the NAVCEN Web site is its Navigation Rules of the Road section, which may be downloaded free of charge. Additionally, the Navigation Center can inform you whenever there is a change in the status of the GPS satellite constellation, or whenever the latest editions of navigational safety notices have been published.

By Mike Boca, USCG Navigation Center, Alexandria, Va.

Think your Web site is unique? E-mail: jzettles@comdt.uscg.mil

Night Cruise

JACKSONVILLE, N.C.

Jan. 5 — BM1 Dave Surran, an instructor stationed at Coast Guard Special Missions Training Center Lejeune in North Carolina demonstrates "Over-the-Horizon" boating tactics for crewmembers of the CGC Diligence, homeported in Wilmington, N.C. The five-day course gives students hands-on experience with counter-narcotics operations and maneuvers using cutter-based small boats. The course was created in support of Operation New Frontier.

PA2 Erica Taylor,
SMTC Lejeune



That was then, this is now...



THE CGC ALDER RETURNS TO PORT AFTER CONDUCTING A MEDEVAC OF A 50-YEAR OLD CANADIAN CREWMAN ABOARD THE CSL LAURENTIEN, JAN. 5.

NOW . . .

The crew of the CGC Alder, a 225-foot buoy tender homeported in Duluth, Minn., conducted a medevac of a Canadian crew member off the motor vessel CSL Laurentien, anchored two miles from Duluth Harbor Jan. 5. The crew-member was being medevaced due to a fall from a ladder on board the vessel. He was transferred to emergency medical services after the Alder moored.

THEN . . .

The original CGC Alder initially served as an unmanned harbor launch based at Ketchikan, Alaska. The cutter exploded and sank in June 1929, but was salvaged and returned to service in 1930.

CG supports inauguration events

WASHINGTON, D.C., Jan. 20 Coast Guardsmen from around the Service gathered here during the week of the 55th Presidential Inauguration to represent the Coast Guard to a world-wide audience.

Marching in the parade were members from the Coast Guard Band and Coast Guard Academy Corps of Cadets, from New London, Conn., the Color Guard, from Alexandria, Va., and recruits from Cape May, N.J. The reserve march-

ing unit constituted personnel from PSU 305 from Portsmouth, Va., a Reserve Enlisted Basic Indoctrination class from Cape May, N.J., and personnel from Coast Guard Headquarters as well as other Washington D.C. area commands.

Additionally, the Coast Guard led one of the largest waterside security operations in our nation's capital since Sept. 11, 2001.

Station Washington, a unit put in place post-Sept. 11, to

patrol the waters of the capital, coordinated the security operation with help from detachments from Maritime Safety and Security Teams Boston and King's Bay, Ga., the CGC Beluga, and Coast Guard helicopters from Air Station Atlantic City, N.J., and Coast Guard Auxiliary Divisions two, 14 and 15. PA2 Donnie Brzuska, LantArea



PA3 BETH REYNOLDS, 7TH DIST.

Coast Guard recruits from Cape May, N.J., form up and wait to march in the Inaugural parade Jan. 20.



PA2 DONNIE BRZUSKA, LANTAREA

MK2 Chad Vanover of MSST 91108 from Kingsbay, Ga., stands guard over the waterfront in Washington, D.C.

MSO Pittsburgh investigates overturned towboat

PITTSBURGH, Jan. 9 — Investigators from Coast Guard Marine Safety Office Pittsburgh responded to an overturned towboat in the Ohio River, near the town of Industry here today.

The Coast Guard was notified that the motor vessel Elizabeth M and three of the vessel's six loaded coal barges went over the dam and sank downriver from the Montgomery Lock, near mile mark-31 on the Ohio River.

Local agencies and crewmen from several nearby towboats, including the Rocket, Sandy Drake, and Lillian G responded to the overturned vessel.

Three victims were recovered at the scene and three other survivors were rescued and transported to Beaver Valley Medical Center and Aliquippa Hospital. One crewmember remained missing.

The remaining three barges sank above the dam.

An investigation is ongoing and plans are being developed to recover the sunken towboat and barges.

A Coast Guard helicopter is scheduled to perform an overflight



The tugboat Elizabeth M sinks with three coal barges in the Ohio River Jan. 9.

to search for the missing crewman. Lt. j.g. Jesse Garrant, 8th Dist.

CGC Fir recovers NOAA buoy

ASTORIA, Ore., Dec. 14 — Today, the CGC Fir recovered one of the two National Oceanic and Atmospheric Administration coastal weather buoys, which had broken loose during a severe storm and were drifting up the coast of Washington.

During the night of Dec. 7, an ocean storm pounded the northwest coastline with powerful swells cresting at up to 26 feet. The storm also tore the two weather buoys, valued at \$250,000, away from their anchors and sent them adrift.

The Fir, a buoy tender homeported in Astoria, Ore., quickly was diverted from a law enforcement patrol to retrieve the buoys. Had the black-hulled tender not recovered them in time, the scientific buoys most likely would have run aground and been damaged heavily.

Buoy 46029 is normally

located 81 miles southwest of Aberdeen, Wash., and Buoy 46050 floats 23 miles west of Newport, Ore. However, each buoy traveled hundreds of miles in swift ocean currents while being tossed about by the storm.

Buoy 46029 was recovered approximately 23 miles west of Grays Harbor, Wash., and Buoy 46050 traveled all the way up to the west of Vancouver Island, just north of Washington, before it could be recovered safely. Although each buoy came close to running aground, ocean currents kept the coastal weather buoys out at sea long enough to be retrieved.

Despite moderate seas and difficult conditions during the two recovery missions, the Fir safely retrieved each buoy without any damage to the sensitive weather recording



The crew of the CGC Fir recovers one of the two NOAA buoys, which had broken loose after a winter storm.

instruments. Once the buoys are outfitted with new moorings they will be relocated at their respective ocean stations and will continue to provide essential data to forecasters.

The coastal buoy weather reporting service is run by NOAA's National Data Buoy Center branch. The NDBC provides NOAA forecasters with valuable meteorological data that has been transmitted from dozens of offshore buoys.

These floating meteorology stations transmit information such as wave height, ocean current, barometric pressure, wind data and water and air temperature.

The Fir's buoy tending capabilities make it a popular asset for joint NDBC missions. It has worked with the NDBC on buoy operations since June 2004.

By Ensign Richard Chmielecki, CGC Fir

ALWAYS READY

OSWEGO, N.Y., Dec. 15 — The crew of Coast Guard Station Oswego, N.Y., received its second consecutive Sumner I. Kimball Award for readiness Dec. 15. This award is given only to those units that have achieved the highest levels of operational proficiency and boat readiness.

Photo by Lt. j.g. Steven Youde, Group Buffalo





HOLD TIGHT

KODIAK, Alaska, Jan. 6 — Crewmembers from Air Station Kodiak and Maritime Safety and Security Team Seattle train together above the forward deck of the Kodiak-based CGC Spar. The crew's cooperative effort facilitates getting and maintaining vertical insertion qualifications. Photo by PA2 Sara Francis, PADET Kodiak

CG and Dominican Republic navy team up for drug bust

MIAMI, Jan. 24 — The CGC Shamal and Dominican Republic naval vessel Altair prevented a drug smuggling attempt 150 miles south of the Dominican Republic today resulting in the seizure of more than 2,000 pounds of marijuana.

The suspected smuggling vessel was traveling north at a high rate of speed with six people on board when it was spotted by an HU-25 Falcon jet from Air Station Cape Cod, Mass., which vectored the Shamal and

the Altair into a position to stop the vessel.

While the crew of the Shamal investigated the vessel, a search for overthrown contraband was conducted by the Altair and a Coast Guard jet, which located and recovered one bale of marijuana.

The suspects, four Venezuelans and two Colombians, have been transferred to authorities from the Dominican Republic for possible prosecution. 7th Dist.

CG JAG officer assists Marine Corps legal

MARINE CORPS BASE CAMP LEJEUNE, N.C. Jan. 14 — For Lejeune-based Marines, relying on their reservist counterparts to complete the mission while they answer the call to arms overseas is nothing new, however being replaced by a Coast Guardsman is.

Marines from the Military Justice Office, Legal Services Support Section, welcomed Coast Guard Lt. Cmdr. Patricia Hill here Jan. 10, as Marines from their Military Justice Office make preparations to deploy for Operation Iraqi Freedom this spring.

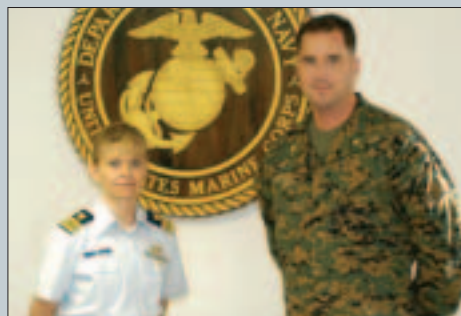
Hill came to the unit from the Military Justice Branch, the U.S. Coast Guard Pacific Judge Advocate General's Office in Alameda, Calif., and is set to work at LSSS for the next three months. The LSSS officer in charge, Lt. Col. Bill Perez and Coast Guard Chief of Military Justice, Cmdr. Jeff Goode, coordinated the exchange.

Hill said the experience gained here will be invaluable because though she has served in the Coast Guard for 15 years, she has little courtroom experience. She took the California Attorney's Bar last July and learned Nov. 19 that she had passed. Her previous assignments include command billets aboard Coast Guard patrol boats, joint-agency counter-narcotics missions and national defense missions with the Navy.

While serving with the Marines, Hill will represent the U.S. government in courts-martial, preferring and drafting charges, conducting arraignments and Article 32 hearings and ultimately prosecuting the cases in court.

"I hope to learn a lot, get a lot of trial experience and take these newly-learned skills back to the Coast Guard," said Hill.

Story and photo by Marine Corps Cpl. G. Lane Miley, Marine Corps Base Camp Lejeune



Coast Guard Lt. Cmdr. Patricia Hill, trial counsel, stands with one of her new co-workers, Marine Corps Maj. Stephen Keane, chief prosecutor, at Marine Corps Base Camp Lejeune.



Panic in the waves

*Story by PA1 Anastasia Burns, 7th Dist.
AP photos by Dennis Jones*



BEATING THE SURF

A rescue swimmer from Air Station Borinquen, Puerto Rico is lowered down to the yola, which held more than 90 passengers attempting to come ashore in Vega Alta, Puerto Rico. The 40-foot vessel was originally spotted and turned around by a Forces United for Rapid Action asset, but made another attempt at illegal entry.

As the crew of the patrolling Falcon jet from Air Station Corpus Christi, Texas, looked down at the narrow vessel slowly making its way toward the Puerto Rican coast, the yola's passengers waved cheerfully at the Coast Guardsmen tracking their voyage.

The overcrowded vessel teetered from side to side in the gray, forbidding seas as it clumsily approached the coast, its second attempt in reaching Puerto Rico the morning of Dec. 3. The now nervous passengers could see the rocky beaches, thinking they were minutes from setting foot on land.

Although more than 80 of the passengers were rescued that day, sadly, eight of them never made it to land alive.

The nightmare began as wave after wave began crashing over the stern of the yola, washing migrants overboard and swamping the boat. The vessel's bow scraped the rocky coral reef below, and the eight-foot waves tilted the swamped yola sideways by 90 degrees. More than three-quarters of the terrified Dominican Republic migrants aboard spilled out into the turbulent coastal whitewater,

screaming and flailing in the churning surf.

The Falcon crew was stunned. “The first two or three seconds after [the accident] were so surreal; we just looked at each other, like, ‘did that just happen?’” said Lt. Lahcen Armstrong, aircraft commander of the Falcon jet.

Armstrong and his crew knew they had to act fast. Working with less than 20 minutes left of fuel, they rigged a deployable raft “in record time,” according to Armstrong, slowed their pace and flew as low as they could: 200 feet above the water.

Moving at more than 150 miles per hour and unable to safely maneuver any slower, the Falcon crew expertly dropped the life raft a safe, but close thirty feet upwind of the mass of frightened migrants, and many of them clambered inside, submerging the raft.

“There was really not much time to think and look at the big picture of how difficult it was going to be, and we fell back on training,” Armstrong said. “We were truly blessed to have been there and for everything to work out like it did that day.”

.....

The sun had just risen on the Puerto Rican city of Vega Alta, but less than a hundred yards offshore, the unforgiving seas already had begun swallowing up migrants.

Less than 20 minutes after the accident, the first of more than a dozen assets began arriving on scene, including the 110-foot patrol boats Chincoteague and Key Largo and four rescue boats from Station San Juan.

“Two of my boats were dispatched by the operations center in Sector San Juan, then two more with additional equipment,” said BMCS Peter Desillier, Officer-in-Charge of Station San Juan. “When you’ve got 80 migrants in the water, no one’s got that many life jackets on board.”

Three helicopters left from Air Station Borinquen, one right after another. ASM3 Pepe Carire was aboard one of the helicopters when it arrived at the half-sunken, 40-foot yola marking the scene of the accident. The picture before his eyes was jarring.

“I looked down and said, ‘Whoa, there’s a lot of people,’ and I thought, ‘alright, let’s go, let’s start this; let’s get as many as we can,’” said Carire. “You have to push all the negativity out of your head and just get in there and get the job done.”

Aircraft commander Lt. Jim Reid and Lt. Kevin Wilson maneuvered the CG6553 Dolphin helicopter, synchronizing rescues with the two other helicopters in the tight air space.

“There were people and bodies all over, so we had to decide who to pick up first,” said Reid. The seamless crew coordination was vital to timely success, as decisions by the rescue swimmer of whom to pick up next were relayed via hand signals to the flight mechanic, who passed it to the pilot.

Reid and Wilson worked so closely alongside the two other helicopters that the CG6553 was in the rotor wash from the other aircraft, which were less than 100 yards away. The men ferried 13 migrants to the beach in 50 minutes before departing for fuel.

Carire and two other rescue swimmers dangled a constant 75 feet below the helicopter from cables like shark bait above the ocean as they were lowered again and again to the frightened migrants below. The yola began to break up as the waves smashed it against the rocks on shore.

ASM2 Eric Bednorz, a seasoned rescue swimmer from Air Station Borinquen, wished the helicopter pilots could move him quicker so he could rescue more people, although the crew was already averaging one person every three to four minutes. He said, “I couldn’t go fast enough; they raised me back up [to the helicopter] once, and I told them, ‘Go faster, go faster!’”

Panicked and exhausted migrants clung to gas cans, pieces of wood and debris from the yola and a second life raft deployed from one of the helicopters. Women clung to men, and in the chaos, a few people were pushed or kicked underwater as others tried to stay afloat. Rescue swimmers were careful not to tarry long in the water.

“I tried to get away from people so more wouldn’t grab onto me,” said Bednorz. “The longer you were in the water, the more people would rush me. [One migrant] grabbed onto the lady I was trying to hoist, and I had to squeeze her wrist by the pressure point to make her let go.”

Crewmembers from the Chincoteague’s small boat began pulling migrants from the water. One woman was brought to the Chincoteague by a Forces United for Rapid Action (Puerto Rican police) officer who found her under the water. She was unconscious, unresponsive without a pulse and her eyes were open. Chincoteague crewman BM1 Joshua Mann began doing CPR.

“Everything happened so fast, and [my] training just kicked in. In that situation, everyone has a job to do, so you just focus on that,” said Mann. “Given the circumstances, it’s amazing that many people survived.”

.....

Crews continued to do what they could to help the Dominicans who were being pounded by the surf. The rescue swimmers were swung from ocean to shore with legs powerfully wrapped around migrants. They were able to work faster using the physical grip technique. The existing technique was modified for this rescue. The procedure allowed the rescue swimmers to grab migrants and safely transport them without the use of a safety harness. In this situation, the time saved meant lives saved.

On shore, live television cameras rolled, showing the rescue swimmer/migrant pairs being quickly low-

ered to the rocks on shore. Thousands witnessed the rescues, glued to their screens as aid workers ran up to support the weak and exhausted survivors.

"People were going in and out of consciousness, I went to the older ladies that I could tell were barely hanging on first. Some were conscious; others, when I'd grab them, they'd go limp. One [migrant] went unconscious right as I grabbed him," said Bednorz. "When I'd lay them on the beach, I'd get them to at least open their eyes before I left them to go for another one."

Some were not so fortunate. Cameras focused on Coast Guardsmen with their arms locked around wilted bodies, the migrants' heads lolled back, arms outstretched, not moving. Still, the swimmers would lay the seemingly lifeless people down on the rocks as gently as possible, call for aid workers to help and tug the cable attached to their gear, signaling they were ready for another rescue.

"One passed out in my arms as we were being ferried to the beach, so I started chest compressions while on the hook to get the water out of her lungs," said Carire. He said he had left her with aid workers, but by the time he got back to the beach with another migrant, she was laying alone and the aid workers had moved onto others who were still alive.

"It was hard leaving her there, but we had to save as many as we could," Carire said, who had just graduated rescue swimmer A-school in June. This was his first case hoisting people in distress.

.....

One helicopter crew did more than 19 hoists in four hours. The aggregate for the three Coast Guard helicopters was 35 rescues.

Personal watercraft and rescue boats from FURA assisted at the scene, as well as a Blackhawk helicopter from Customs and Border Protection. Cameras transmitted

images of dozens of migrants floating next to a FURA watercraft, the officer in the water, offering his craft as another device for the migrants to cling to. Systematically, each of the migrants was recovered and transported to safety.

.....

The CG6553 hovered over the scene recently had returned from refueling. Over the radios, they could hear that one migrant still was missing, and that FURA officers still were searching for him.

The crew of the Chinco 1, Chincoteague's small boat, tried to recover the migrant, but could not reach him with a five-foot boat hook. Three divers from FURA ventured into the breaking surf-line in a small boat for a second attempt, but eventually capsized in the crashing waves. A second FURA rescue boat followed them into the surf, and four people aboard dove into the water to rescue their fellow officers.

A Coast Guard small boat recovered three of the seven FURA officers in the water, and Bednorz recovered and hoisted the last four. One had heart complications, another had a broken arm.

Bednorz was released back into the water for the body of the last migrant for whom the FURA officers had been looking. He dove down and kicked through the murky depths until he found the migrant floating more than five feet below the surface. The 28-year-old rescue swimmer latched onto the body and signaled to the helicopter for a pick up.

"I didn't look at his face; I was still going off adrenaline from the first 17 rescues," said Bednorz.

Shoreside support also came en masse from Customs and Border Protection agents who had been in pursuit of the yola from land since the initial reports. Station San Juan personnel relayed communications to the vessels offshore and assisted where they could with the migrants who washed up on the

rocky coral-littered beaches. Also, more than 40 agents from Immigration and Customs Enforcement worked with FURA agents, the Puerto Rico Emergency Management Agency, and local emergency service personnel to help and account for all of the migrants.

"I emptied three offices of agents for this case," said ICE Assistant Special-Agent-in-Charge Lydia St. John. "I sent every agent I had to the scene."

According to reports from survivors, there had been more than 90 Dominican migrants aboard the yola before the crash. An exact number could not be determined. Of the 92 migrants recovered, the total number rescued was 84 (50


"Given the circumstances, it's amazing that many people survived."

— BM1 Joshua Mann

male and 34 females). Tragically, eight migrants lost their lives (two men and six women) during the illegal attempt to enter the U.S. The search for possible survivors was suspended at sunset, 10 hours after the accident.

"It's a real tragedy that so many people lost their lives, but we have to count our blessings," said Capt. Charles Ray, commander of Air Station Borinquen. "That the Falcon crew was able to get that raft on target, I'm sure that saved at least 30 lives. If [the crews] couldn't make decisions on their feet like they did, there wouldn't be as many people who made it."

Ray stated that the real secret to preventing accidents like this lies in the prevention patrols conducted offshore by Department of Homeland Security assets, but if it does happen again, his crews will be ready to perform their amazing rescues.

"We practice and train every day, but almost a hundred people in breaking surf? You can't train for that." 



LIFESAVERS AT WORK

Four helicopters from Air Station Borinquen, Puerto Rico assist in the rescue of more than 80 migrants from a yola, which capsized in the surfline off Vega Alta, Puerto Rico.

The perfect Christmas gift

Story and Photos by PA3 Sandra Bartlett,
7th Dist.

Three Miami fishermen missing since Christmas day from a recreational fishing trip were located Dec. 28 by Coast Guard crews who had been searching from Homestead to northern Palm Beach County for two days.

A Coast Guard C-130 Hercules airplane from Air Station Clearwater, Fla., located a vessel matching the description of the missing boat approximately 17 miles off the coast east of Lake Worth Inlet, Fla., with three people aboard waving their arms.

The Coast Guard notified the nearby USS Boone, which safely picked up the men and confirmed they were the missing trio. The survivors were transported ashore where they were picked up by a Coast Guard HH-65 Dolphin helicopter and transported back to Air

Station Miami where they were reunited with friends and family. They were reportedly in good condition.

The three men, Jorge Pena, Juan Suarez, and Daniel Gibb, left Bayfront Marina at approximately 5 p.m. Dec. 25 on a fishing trip. The trio called the Coast Guard from a cellular phone at 7 a.m. Dec. 26, claiming their boat was disabled and they did not know their position, but could see the Miami skyline. Shortly after that, cellular communications were lost.

The call initiated a massive search coordinated by Coast Guard Sector Miami that included numerous sorties by boats, cutters and aircraft. Contributing to the difficulty of this search was the lack of a working VHF-FM radio to allow better communications between the individuals in distress and potential rescuers. ☞



HOME, SWEET HOME

Three fishermen, Jesus Pena, Juan Suarez, and Daniel Gibb, safely arrive on an HH-65 Dolphin helicopter at Coast Guard Air Station Miami Dec. 28, after surviving three days at sea during what was supposed to be a short fishing trip. The three were spotted by the crew of a Coast Guard C-130 Hercules aircraft from Air Station Clearwater while flying in search of the three.

BACK IN DAD'S ARMS

Eleven year old Wendy Gibb of Miami is reunited with her father, Daniel, Dec. 28 who survived three days at sea while the Coast Guard extensively searched. Gibb left Christmas evening with friends Jesus Pena and Juan Suarez, who also survived. The three were located by a searching C-130 Hercules from Air Station Clearwater, Fla., 17 miles east of Lake Worth Inlet, having drifted more than 100 miles from where they were fishing.





TIME TO SCRAMBLE

(Ringing)

"Dolphin 2."

"This is NORAD, scramble, scramble, scramble! Bogey bearing zero-niner-zero at thirty nautical miles, three thousand feet. This is not a drill. Authenticate Alpha Mike."

"Roger, bogey bearing zero-niner-zero at thirty nautical miles, three thousand feet. I authenticate Lima. Dolphin 2 out."

"This is Dolphin 2. Bogey in sight and appears to be high-winged Cessna with one soul aboard. Request further tasking."

"Roger, intercept and establish communications. Divert aircraft to Hunter Army Airfield."

"This is Dolphin 2. In formation with bogey and visual communications established. Escorting aircraft to Hunter..."

The name of the game is Rotary Wing Air Intercept. It sounds like a mission for an elite aviation unit within the Department of Defense that has spent years developing tactics and honing its crew's skills, all in order to protect any airspace, anywhere in the United States at a moment's notice. That's close, but Coast Guard helicopters performing this mission are within the Department of Homeland Security, not the Department of Defense.

Coast Guard RWAI was created in response to a request for support from the Secret Service for the enforcement of restricted airspaces around National Special Security



Events. Aviation Training Center Mobile, Ala. studied operations employed by the Department of Defense for wartime intercept missions and developed similar procedures for the Coast Guard to use during law enforcement scenarios. During RWAI operations, the Coast Guard works in cooperation with NORAD, the Federal Aviation Administration and the Secret Service to enforce temporary flight restriction zones.

.....
The Coast Guard's role in this new mission is to visually identify low, slow-moving targets that have entered into restrict-

ed airspace. The intercept crew responds to a call from the NORAD operations center and the crew is airborne and en route to the "Bogey," or target aircraft, within only a few minutes. The crew then performs special maneuvers to approach and intercept the target aircraft, and then position themselves on the aircraft's left side. Now able to visually identify the target, the crew passes information about the aircraft to NORAD and FAA personnel on the ground to determine if the aircraft is a possible threat or just an errant general aviation pilot.

From their position, the Coast Guard air crew attempts to commu-

nicate with the aircraft on internationally recognized emergency frequencies or carefully moves in closer to visually communicate via international intercept signaling. Once communications are established, the aircraft is led out of the restricted area and escorted to a nearby airfield. Non-compliance may result in the use of force by the agencies working together to defend U.S. airspace.

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Air Station Savannah, Ga., was the first unit to operationally employ RWAI capability when it protected the skies over Savannah and Sea Island, Ga., during the G8

Summit in June 2004. The pilots and crew began rigorous training that included ground school, day training flights and night training flights using night vision goggles. During the training, the airfield on Saint Simon's Island, Ga., was used as a target with the surrounding airspace simulated as restricted. Coast Guard Air Auxiliary aircraft were used as bogey aircraft and NORAD monitored the airspace for any "unauthorized entry." Once the bogey entered the airspace, RWAI crews were launched to intercept,

identify and escort the aircraft to an alternate airfield.

Members of Air Stations Atlantic City, N.J., and Miami, Fla., also were RWAI trained and provided support for the G8 Summit. Since the G-8, RWAI crews from each air station have secured the skies over Boston during the Democratic National Convention and New York City during the Republican National Convention. Air security also was provided in California for the funeral of former President Ronald Reagan by Air Station Savannah,

ATC Mobile pilots and aircraft from Air Stations Los Angeles and San Francisco.

.....
Due to the preparation and public announcements about the temporary flight restrictions during G8, the general aviation community adhered to the rules, and no Coast Guard helicopters were dispatched to intercept any violating aircraft; however, RWAI was tested and proven during the Reagan funeral and the

BOGEY AHEAD

An HH-65 Dolphin helicopter from Air Station Savannah, Ga. is sighted as the "bogey" aircraft in a training exercise. Photo by PA3 Bobby Nash, PADET Mayport, Fla.



Republican and Democratic National Conventions when aircraft violated the restricted airspaces. The Coast Guard crews escorted each aircraft to a local airport where FAA authorities interviewed the pilots and processed the flight violations. Both pilots had neglected to verify that the airspace they were flying within was designated a restricted area.


"The events of 9/11 have forced fundamental changes in the way we conduct security in our nation," said Admiral Thomas H. Collins,

commandant of the Coast Guard in an August 2004 news release. "The Coast Guard has been quickly adapting to meet these new challenges and will continue to strive for innovative ways to enhance our ability to protect this country."



In addition to enhancing the security of NSSE's, RWAI adds to the Coast Guard's ability to protect America's ports and waterways. The training involved increases the skill level of the Coast Guard's

crews and better protects U.S. maritime infrastructure.

Now proven as a deployable asset, the Coast Guard continues to examine options to train and employ its capability across a larger portion of the helicopter fleet and to continue to provide support to the Secret Service during NSSE's. Currently, pilots from Air Stations Savannah, Atlantic City, San Francisco and Los Angeles are the only units in the Coast Guard trained to perform the Rotary Wing Air Intercept mission. 



PRACTICE MAKES PERFECT

A Coast Guard Auxiliary aircraft practices being the "bogey" aircraft in a training exercise. Photo by Bill Pendergrass, Coast Guard Auxiliary

Small Stuff

Correction

The photo on pages 52 and 53 of the Dec. 2004 issue of Coast Guard Magazine was taken by PA2 Erica Taylor of Special Missions Training Center Lejeune.
Editor

TRICARE Regional Contractors in the United States

TRICARE transitioned from 12 regions and seven contractors stateside to three regions and three contractors to better meet the health care needs of TRICARE beneficiaries. The new contracts were phased in from June through November 2004.

Each of the three TRICARE regions in the United States has a regional contractor that helps coordinate medical services available through the military treatment facilities and through a network of civilian hospitals and providers. The regional contractors are responsible for a variety of functions, including:

- establishing TRICARE provider networks,
- operating TRICARE service centers,
- providing customer service to beneficiaries,
- providing administrative support, such as enrollment disenrollment, and claims processing, and
- communicating/distributing educational information to beneficiaries and providers.

The regional contractors work with the TRICARE regional offices to manage TRICARE at a regional level. Both the regional contractors and the TROs receive overall guidance from TRICARE Management Activity.

Claims processing information for TRICARE For Life, TRICARE Pharmacy and Dental programs are provided at www.tricare.osd.mil/claims/.

TRICARE West Region — TriWest Healthcare Alliance

TRICARE West Toll-free Phone: (888) 874-9378

Regional Contractor Web site: www.triwest.com

Claims Mailing Address:

WPS/West Region Claims

P.O. Box 77028

Madison, WI 53707-7028

Toll-free Number for Claims Assistance: (800) 404-0110

Claims Web site: www.triwest.com

TRICARE North Region — Health Net Federal Services

TRICARE North Region Toll-free Phone: (877) 874-2273

Regional Contractor Web site:

www.healthnetfederalservices.com

Claims Mailing Address:

Palmetto GBA

P.O. Box 870140

Surfside Beach, S.C. 29587-9740

Claims Web site: www.mytricare.com

TRICARE South Region — Humana Military

Healthcare TRICARE South Region Toll-free Phone: (800) 444-5445

Regional Contractor Web site:

www.humana-military.com

Claims Mailing Address:

TRICARE South Region

Claims Department

P.O. Box 7031

Camden, S.C. 29020-7031

Toll-free Number for Claims Assistance: (800) 403-3950

Claims Web site: www.mytricare.com

For more information about any of the TRICARE regional contractors, please go to the TRICARE Web site at www.tricare.osd.mil and click on the region of interest, or call (877) TRI-CARE.

* All in-network claims are filed automatically if no other health insurance exists.

NOTE: Claims processing information for TRICARE For Life, TRICARE Pharmacy and Dental programs is provided at www.tricare.osd.mil/claims/.
TRICARE Management Activity

CGMA Provides Hurricane Relief

As hurricanes took their toll last Fall, Coast Guard Mutual Assistance was there to help. Assistance totaling nearly \$126,000 was extended to 65 Coast Guard individuals and families, primarily in Alabama, Florida, Mississippi, Louisiana and the Outer Banks of North Carolina.

In most instances, assistance was provided in the form of interest-free loans that went toward such things as basic living expenses during evacuation, emergency home repair, rental assistance for members forced to move out of damaged rental quarters, replacement of clothing and other essential items destroyed by flooding, and bills and expenses that came due while local bank accounts were inaccessible.

CGMA

Old 8x10

CGC Modoc



Transferred to the Navy by Executive Order No. 8029 of Nov. 1, 1941, the CGC Modoc joined the Greenland Ice Patrol, whose orders were to do “a little of everything.” The Greenland Patrol was harsh duty but it was vital to the Allied victory in the Battle of the Atlantic. The Modoc received one battle star for World War II service. The cutter was returned to the Treasury Department Dec. 28, 1945, and served as a patrol cutter until its decommissioning in 1947.

Greenland Patrol duty involved keeping convoy routes open, breaking and finding leads in ice for the Greenland convoys, escorting the convoys and rescuing survivors from torpedoed ships, constructing and maintaining aids to navigation, and reporting weather conditions. Ships of the patrol were also expected to discover and destroy enemy weather and radio stations in Greenland, continue hydrographic surveys, maintain communications, deliver supplies, and con-

duct search and rescue operations. The Coast Guard performed all of these duties with exemplary fortitude and faithfulness throughout the war.

The crew of the Modoc, in company with CGCs Northland and General Greene while rescuing survivors from torpedoed convoy ships, also witnessed a large part of the German navy ship Bismarck’s death battle with the British navy. Close to midnight May 24, 1941, the Modoc was in the midst of an attack in which eight planes and three warships were involved. Anti-aircraft fire from the Bismarck whizzed dangerously close to the cutter’s port bow. The HMS Norfolk was about to take the cutter under fire until the HMS Prince of Wales identified it as a U.S. Coast Guard cutter. The cutters were undamaged, although they were near the fighting and at times only six miles from the Bismarck.

Story and photo courtesy of the Coast Guard Historian

Enlisted mutual transfer SWAP SHOP

Swap shop submissions should include your rate, first and last name, phone number, present unit — including city and state — and desired location. E-2s are ineligible. If multiple desired locations are listed, they will be printed in order of submission as space allows. Submissions are published once and must be resubmitted to appear again. Mail to: ATTN: Swap Shop, *Coast Guard* magazine, Commandant (G-IPA-1), U.S. Coast Guard, 2100 2nd St., S.W., Washington, DC 20593-0001.

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Name	Unit	Desired Location	Phone
MK3 Jarrod Brothers	Activities New York/ MSO	Any cutter, NESU or MAT in 1st, 9th or 13th Dist.	(718) 354-4248
YN3 Ronald Renderos	TRACEN Yorktown, Va.	Clearwater/St. Pete/Tampa Bay, Fla. area	(757) 856-2567

Shipmates

The 50th Anniversary of the historic voyage by CGC's Storis, Bramble and Spar circumnavigating North America during the summer of 1957 will be remembered and celebrated during a reunion in 2007.

The exact date(s) and place will be announced later but we hope that you will begin thinking of attending the reunion even at this early date.

Any crewmember who served on these ships at any time will be invited to attend. The planned reunion, called "Cutters Around the Continent" will be enhanced by your presence, so please let us hear from you soon!

Anyone interested in learning more about this

reunion may respond by e-mail to:

StorisBrambleSpar@msn.com or by regular mail to:

Jim Loback

10436 Teal Circle,

Fountain Valley, CA 92708

or by calling Jim Loback at 714-968-8964. Please include full name, rank or rate, address, and the name(s) of the vessels and approximate dates of your service. If it's more convenient, just state your name and address and we'll send you a form to fill out on which you can list the pertinent data and return to us.

Jim Loback

chuckles



DC NIGHTMARES

**Promoted recently?
Receive an award?**

Remember, the folks back home care about YOU.

Let family and friends back home know about your accomplishments.

See your Public Affairs Officer and fill out a Fleet Home Town News release form.

Greetings from Sector *Guam*



Housing

Off-base housing is affordable for all pay grades within the housing allowance's ceiling. Government quarters are available, although limited.

Education

The University of Guam is a 30-minute drive from Sector Guam. A branch of the University of Maryland is also located onbase.

Facilities

Sector Guam is located on Naval Base Guam, which offers a complete range of exchange and recreational facilities. As Guam is a U.S. Territory, it receives full U.S. postal and telephone services.

Weather

Daytime highs average 85 degrees, with little seasonal variation. Water temperature remains above 80 year-round.

Located in the heart of the Western Pacific, the island of Guam boasts tropical living, with an abundance of palm trees, coconuts, marine life and sunshine. The island lies across the International Date Line at 13°28" north latitude and 114°45" east longitude and is the largest of more than 2,000 islands scattered between Hawaii and the Philippines.

Coast Guard Sector Guam is situated on Naval Base Guam, only 10 miles south of the hustle and bustle of Tumon, Guam's premier shopping and dining district. Home to the CGC Galveston Island, the CGC Sequoia, the Response, Prevention and Compliance, Planning and Readiness and Logistics Departments, a Marine Safety Detachment in Saipan, an ESD and a Sector Command Center, there are no shortages of exciting Coast Guard opportunities in the Marianas area.

The unique co-location of Sector Guam and Naval Activities Guam allows Coast Guard members to interact with the other armed services in order to fulfill the scope of assigned duties. Relying on two 25-foot response boats, members of the boat house team work diligently to accommodate a heightened homeland security posture, while juggling other duties including those related to search and rescue, homeland security, and coordinated, joint service training efforts.

Guam's waterways remain chock-full of activity, with an unending stream of both foreign-flagged and domestic vessels transiting through Marsec's area of operation. Whether the ships are stopping for provisions in Guam or refueling in Saipan, the marine inspectors, members of Situation Watch and personnel from the Prevention and Compliance department remain vigilant in their efforts to keep on top of the new MTSA standards.

With an operating area close to the size of the continental United States, members of Sector Guam are faced with tasks that are consistently demanding, exciting and challenging. The Sequoia maintains buoys throughout the Marianas Islands, while the Galveston Island patrols the waters, undertaking law enforcement, SAR and joint training missions.

But, it's not all business when assigned to this tropical island paradise. For it's 150,000 residents, as well as its many tourists, Guam hosts a multitude of recreational activities, running the gamut from scuba diving to golf, hiking, and shopping.

Visit www.uscg.mil/d14/units/guam/, www.uscg.mil/d14/units/galveston.htm, and www.uscg.mil/d14/units/sequoia/ for more information. Story and photo by Ensign Sue Burgett, Sector Guam

Check out Coast Guard career opportunities! Call 877-NOW USCG